

Intimations.

OXO

helps the Cook to cook
as she should cook.
There is more beef con-
centrated in a pound of
OXO than in a pound
of any other food in the
world.

OXO

is the genuine
LIEBIG COMPANY'S EXTRACT.

AGENTS:

**WATKINS
LIMITED,**
APOTHECARIES HALL.

BRATED WATER FACTORY,
Masons Lane.
Hongkong, 7th January, 1902. [714c]

**GREEN ISLAND CEMENT COMPANY,
LIMITED.**

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [10]

**WILLIAM MACLEOD, D.D.S.,
DENTIST.**

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor.
[774] Hongkong, 18th January, 1902

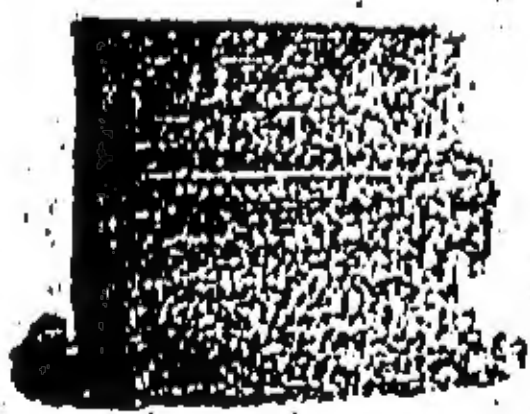
WILLIAM POWELL, Ltd.,
GENERAL DRAPERS AND OUTFITTERS.

SPECIALY SELECTED LOT OF
MIRRORS,
GUT GLASS OVERMANTELS,
in the most Artistic Styles and Designs
Stained Wood,
WHITE AND GOLD ENAMELED,
&c., &c., &c.

This forms an exceptional opportunity
of securing a genuine article at moderate
price.

Hongkong, 17th January, 1902. [955c]

BY SPECIAL APPOINTMENT

TO HIS MAJESTY  KING EDWARD, VII.**BECHSTEIN****ROYAL PIANOS.**

Sole Agents: **THE ROBINSON PIANO Co., L.**
At less cost see the **WERNER** and
HAAKE Pianos.

Hongkong, 14th January, 1902. [953c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
trasses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.
Hongkong, 25th July, 1901. [177c]

To-day's
Advertisements.

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"SILESIA."
Captain Bahle, will be despatched for the
above Ports, on or about SATURDAY, the
25th instant.
This Steamer has Superior Accommodation
for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 18th January, 1902. [85d]

FOR SINGAPORE AND PENANG

VIA AMOY.

"CHEANG CHEW."
Captain H. D. C. Frampton, will be despatched
for the above Ports, on MONDAY, the 27th
instant.
For Freight or Passage, apply to
HENG SENG CHIANG,
Agents.
Hongkong, 18th January, 1902. [86d]

FOR SINGAPORE AND PENANG

VIA AMOY.

"CHEANG HOCK KIAN."
Captain M. Geesche, will be despatched for the
above Ports, on TUESDAY, the 28th instant.
For Freight or Passage, apply to
HENG SENG CHIANG,
Agents.
Hongkong, 18th January, 1902. [87d]



THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS).

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying His

Majesty's Mails, will be despatched from this for

BOMBAY, on SATURDAY, the 1st February,

at Noon, taking Passengers and Cargo for the

above Ports.
Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.
Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 18th January, 1902. [774]
To-day's
Advertisements.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."
Captain Davis, will be despatched for the
above Ports, on WEDNESDAY, the 22nd instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th January, 1902. [85d]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above
on FRIDAY, the 24th instant, at 4 p.m.
This Steamer has Superior Accommodation
for First Class Passengers, is fitted throughout
with Electric Light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 18th January, 1902. [84d]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,

LONDON, PORT SAID, COLOMBO

AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"

having arrived from the above Ports, consignees

of cargo are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and

Godown Company's Godown at Kowloon,
where each consignment will be sorted out
mark by mark and delivery can be obtained as
soon as the Goods are landed.
Optional Goods will be carried on unless
instructions are given to the contrary before
4 p.m. TO-DAY.
Goods not cleared by the 25th instant, will be
subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 28th instant, or claims in con-
nection therewith will not be recognized.
NIPPON YUSEN KAISHA.
Hongkong, 18th January, 1902. [88d]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Can-
dies' Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.
The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1890.

Intimation.

A. S. WATSON & Co.,

LIMITED.

ESTABLISHED A.D. 1841.

SPECIALITIES FOR THE SEASON.

PORT & SHERRY,

OF THE FINEST QUALITY AND

VINTAGE.

CHAMPAGNE,

JULES MUMM & Co., a Wine for

Connoisseurs.

WATSON'S

E

SCOTCH

WHISKY.

COGNAC BRANDY,

QUALITY GUARANTEED.

CLARETS,

IMPORTED FROM THE BEST

GROWERS, AND INCLUDING

WINES FROM THE MOST CELE-

BRATED CHATEAUX.

CONFECTIONERY,

OF THE HIGHEST CLASS IN

GREAT VARIETY. IMPORTED

FROM THE LEADING LONDON

AND PARISIAN HOUSES

CIGARS AND CIGARETTES,

AND SMOKERS' REQUISITES,

&c., &c., &c.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

DEATH.

On the 14th of January, at the General
Hospital, Shanghai, of scarlet fever, CHRISTINA,
aged 7 years, eldest daughter of William and
Margaret Taylor (of Messrs. Farnham, Boyd
& Co.)

The Hongkong Telegraph
HONGKONG, SATURDAY, JANUARY 18, 1902.

REUTER'S TELEGRAMS.

NEW ZEALAND INDIGNATION.

LONDON, January 16th.

The Right Honourable Richard J. Sed-
don, Prime Minister of New Zealand, in an
indignant speech at the continental allega-
tions against the troops of the Empire, de-
clared that if New Zealanders were insulted,
they must have a preferential tariff as a
means of teaching their slanderers a lesson.

BRITISH TRADE WITH JAPAN.

At the dinner of the London Chamber of
Commerce, British commercial interests in
Japan were discussed.

Baron Hayashi, Japanese Minister in Lon-
don, speaking thereon, expressed apprecia-
tion of the great interest British manu-
facturers took in Japanese trade.

MARQUIS ITO IN ROME.

Signor Zanardelli, Premier of Italy, has
received Marquis Ito in Rome.

THE OPENING OF PARLIAMENT.

Parliament has been opened by the King.

The speech from the Throne, which re-
ferred mainly to the tour of the Prince of
Wales, and the humanity of the British
troops serving in South Africa, evoked
cheers, a thing unprecedented in a royal
speech. His Majesty's speech further hoped
that the Sugar conference would lead to an
abandonment of the duties recently imposed.
The House of Lords has voted the address.

MARQUIS ITO IN ITALY.

The King of Italy has received Marquis
Ito, and conferred upon him the Collar of
the Annunziata.

THE CITY CORPORATION AND
MR. CHAMBERLAIN.

The Corporation of the City of London
has resolved to present an address in a gold
box to Mr. Chamberlain, in recognition of
his services to the Empire.

LOCAL AND GENERAL.

EXCHANGE has fallen to 15. 10d.

THE BUYING RATE for sovereigns has
risen to 51s. 8d.

BAR SILVER has fallen one-sixteenth and
now stands at 25.5-8th.

THE HONGKONG VOLUNTEERS will
have a Church Parade to-morrow.

A JUNK CAPSIZED this morning in Tsat-
tze-mui pass, owing to the high wind prevail-
ing. Fortunately the steam launch *Lee Wah*
was in the neighbourhood and hastened to the
rescue. The crew of five were picked up, and
the junk was towed to land.

THE SPECIAL ENTERTAINMENT in the
City Hall this evening, for the benefit
of Miss Emmie Smith, promises to be a huge
success. All the leading local talent are an-
nounced to take part in the splendid pro-
gramme, and seats in the Theatre should be
secured before it is too late.

KING OF SIAM'S HOLIDAY:—The
Temps has a report from its London corre-
spondent that the King of Siam having ex-
pressed his desire to be present at the Coronation
in London next year, King Edward has re-
plied in most cordial terms that the visit would
afford him the greatest pleasure.

HANK DIVIDEND:—We are informed by
the Hongkong and Shanghai Bank that, subject
to audit, the Directors will recommend at the
forthcoming meeting a Dividend of £1 10/- per
share, & Bonus of 10/- per share, add to the
Reserve Fund \$500,000, write off from property
account \$200,000, and carry forward about
\$1,425,000.

THE HONGKONG HOCKEY CLUB:—
The following will represent the Club in a
Match v. Native Regiments, Kowloon, on Mon-
day next, commencing at 4.15 p.m. at Kowloon
Forwards:—P. A. Cox, Capt. Dykes, J. Hooper,
J. B. Shettle and A. C. T. Stevens. Halves
—H. W. Slade, C. P. Chayter, and P. B.
Deacon. Backs:—F. H. Yeats and Captain
Bwley. Goal:—S. O. Meeneley.

FOOTBALL:—Monday afternoon on
the Happy Valley the Hongkong Football Club
"A" Team will play St. John's Cathedral
Choir. Kick-off at 4.30 p.m. sharp. The follow-
ing will play for the Club:—J. P. Jordan, goal;
T. S. Forrest and T. W. Hornby, backs; E. W.
Carpenter, W. G. Worcester and E. J. Davies,
halves; J. H. Edwards, G. D. O. Wolfe, J. A.
Woodgate, L. J. C. Anderson and J. Norton-
Kyshe, forwards.

BY KIND PERMISSION OF Lieut.-Col.
Baillie and Officers, the Band of the 22nd Bom-
bay Infantry will play at the Hongkong Hotel
this evening, from 8 to 9.30 p.m.—

PROGRAMME.

1.—Quadrilles.....Promenade.....Coco.
2.—Selection....."A. Rosemary Girl".....Mentokton.
3.—Polka....."Tango Jolly Cobblers".....Lair.
4.—Gavotte....."Secret Love".....Reich.
5.—Valse....."Jennette Doree".....Walden.
6.—Ballet....."The Gipsy".....Jones.
"God save the King"

MESSRS. COTTAM & CO. for FOOT-
BALL BOOTS.

PLAGUE AT MARSEILLES.—Plague ha-

appeared on the steamer *Govks* at Marseilles.

THE CHIEF ENGINEER and staff of the
intended Canton-Hankow railway, the Yueh-
Han, will leave the United States for China
next month.

VOLUNTEERING IN NEW ZEALAND.—
Within 24 hours, 1,500 men volunteered for
service in the new contingent being raised in
New Zealand.

LORD ROBERT'S military jubilee was com-
pleted on the 12th ult. He entered the Bengal
Artillery as a second-lieutenant on 12 Decem-
ber, 1851, being then in his twentieth year.

A PRESENT FROM THE CAPE.—The
cruiser *Good Hope*, the gift of the Cape
Government to England, has arrived at Port-
smouth from the Clyde, and will be the most
powerful cruiser afloat.

P. & O. TENDER AGROUND.—Shortly
after the P. and O. tender *Gutaluff* left the
jetty at Shanghai on Monday night, a heavy
fog came on, and the tender unfortunately ran
aground off the Kajao Creek and remained
there all night. The following morning the
tender *Samson* went down, took off the pas-
sengers and mails, and conveyed them to the
Bengal at Woosung.

SIR JOHN HALL, K.C.M.G., who has just
arrived in the Colony and is staying at the
Hongkong Hotel is the well known
New Zealand statesman. He was twice
Colonial Secretary, and was Premier from 1879
to 1882. He was the New Zealand delegate at
the Australasian Federation Conference in 1891.
New Zealand, however, has decided to preserve
her individuality and remains outside the Aus-
tralasian Commonwealth.

A REPORTED RUSSIAN CONCESSION.

It is rumoured in local mandarin circles to
the effect that the Russian Minister at Peking
negotiated with the late Li Hung-chang, not
long before his demise, for the granting of a
special Russian Concession in the district of
Nanhui (coll. Nay-way), east of the district of
Shanghai, and that the Concession was granted
to Russia by the Empress Dowager at the
strong recommendation of the late Li. The
negotiations were so secretly done that it was
not until lately that the thing has come out.

SOMETHING IN IT.—It is stated from a
reliable source in the North that the Empress
Dowager has sent special secret instructions
from Peking to the provincial authorities of
Honan, at K'ai-feng, "to carefully and rever-
entially keep the Imperial Palaces built in that
city in proper repair, as the Court may require
them at any time" during its travels. What
led the Empress Dowager to send such an
order to K'ai-feng time will certainly show, and
if recent news to hand is to be depended upon,
one need feel no surprise if this happens
sooner than some expect.—N. C. D. N.

A COIN OF CONSIDERABLE INTEREST

to numismatists has just been sold in Germany.
It is one of the few coins in the history of the
world which can be accused of having a humo-
rous side to it. In 1679 the Danes descended
on the port of Hamburg, but their attack on
the famous Hanse down proved unsuccessful.
The inhabitants of the town struck a medal to
commemorate the occasion. The legend on the
coin was as follows: "The King of Den-
mark has been to Hamburg. If thou wouldst
know what he achieved, look on the other side."
It is needless to add that "the other side" is a
blank.

BRIDEGROOMS IN SHANGHAI have
recently developed a peculiar habit of disap-
pearing soon after their nuptials, say the *China
Gazette*. Considerable interest and uneasiness
are felt in certain foreign circles over the
strange disappearance of an *employe* of a lead-
ing foreign firm who only married here a short
time ago. His whereabouts and fate are un-
known since his attendance at a recent semi-
public function in company with his young
bride, but he appears to have successfully
vanished from Shanghai and all enquiries as to
what has become of him have so far been
fruitless. He had no business troubles and
was greatly liked in the firm where he was
employed.

THE DISINHERITED HEIR-APPARENT,
who now goes about under the appellation of
Duke Chun, with a baggage train of some
fifteen or twenty carts, is still on the road
travelling from K'ai-feng towards Peking, says
the *N. C. D. N.* The party, which consists of the
young Duke and half-a-dozen eunuchs de-
puted by the Empress Dowager to serve him,
is under the charge of a Taoist and a troop of
soldiers appointed for the purpose by Gover-
nor Sung Shou of Honan, to whom the Em-
press Dowager specially confided the care of
the disinherited Heir-Apparent, prior to her
leaving K'ai-feng for Peking. Duke Chun and
party left K'ai-feng on the 25th December last
and will travel to Peking by the usual highway
and not by rail as first expected.

THE STEAMER *Bacold*, which was pur-
chased some time ago by Yuchausi and
Company at Hongkong and taken to Manila,
and later met with difficulty in regard to her
port registry, has at last found a home under
the protecting wings of the Q.M. Department.
When the *Bacold* arrived it was found that
she displayed no national flag, and that she
was owned by foreigners, thus precluding any
possibility of her entering the inter-island trade.
Her owners were rather puzzled as to how to
act in the matter, and for two months she has
been tied up in the river indefinitely with every
prospect of remaining so. Her owners were
relieved of anxiety when a request came from
the government to charter her. She is fully
loaded with government cargo and troops and
at half past six last Saturday morning she
started on her maiden trip around the islands.

MESSRS. COTTAM & CO. for WARM
DRESSING GOWNS.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship A. G. Wills,
Acting Chief Justice.)

January 18th.

THE BIGAMY CASE.

Frederick Gilbert Hanson, pleaded guilty to
an indictment charging him with that on the
14th July, 1890, at Holy Trinity Church, Up-
per Chelsea, Middlesex, he married Minnie
Weston, a spinster, and while being married
to her did, on December 1st, 1900, unlawfully
marry Ellen Emily Lucas, the said Minnie
Weston being then alive.

The Attorney General said he understood
that the prisoner desired to make a statement
to the Court.

His Lordship (to the prisoner)—You have
pleaded guilty to the charge of bigamy. What
have you to say why the sentence of the Court
should not be passed upon you?

The prisoner then made a long statement in
which he observed that he wished it to be
thoroughly understood that not the slightest
blame could be attached to Miss Lucas or her
friends in the matter. He admitted the marriage
with his cousin at Holy Trinity Church,
Chelsea, and remarked that during a visit of
his friends, seven months afterwards, or in
July, 1891, he ascertained that by marrying his
cousin he had practically married his own flesh
and blood, and that the outcome of such mar-
riages was invariably imbeciles or cripples.

His Lordship:—What sort of cousin was
she?

The Prisoner:—My first cousin, my Lord.

His Lordship:—There have been marriages
of that class before. (a pause.) Well, go on.

The Prisoner, continuing, said that being dis-
gusted at the way he had been treated and
induced into such a marriage he sought legal
advice and ascertained that as it had taken
place while he was a minor and against the
wish of his people it was voidable and could be
set aside.

He then communicated to his
cousin and told her that he was determined to
take legal steps to have the marriage set aside,
but she, after three days, begged him not to
take such action on account of the terrible
disgrace it would be to the whole of their
family, and owing to the age and health of her
mother, who she was afraid would be killed
by such a shock. It was then arranged
between them that he would not take any legal
action; they should thoroughly understand
neither had any legal claim whatever on one
another, and that they should discontinue all
intercourse and treat each other as master and
servant. This they continued to do having
taken a solemn oath and sworn on the Bible
that that was how they should act. For some
years they lived on such lines, and afterwards he
brought her to Hongkong where they still
shared different apartments. He then took her
home, and subsequently there was a bother
owing to her having opened a private letter of
his. She then ceased to be his servant. At the
time he was in the Royal Engineers and had
had 14 years service, the last six of which he was
a Sergeant Major. He had every prospect of
rapid advance and a thoroughly good pension
afterwards. But he threw up the whole of that
service with the intention of taking action and
have the marriage cancelled. He was, however,
prevailed upon to let the matter drop, on
account of her mother. His wife was sent
away and he did not see nor hear of her for
seven months. Afterwards he wrote to London
to her sister about some certificates he wanted,
and the answer he received was a visit from
his cousin, who begged him to again allow
her to be with him on the same conditions
as before—as his housekeeper. This she
did, and they returned to London. Afterwards
he again left her, but five or six days before
leaving for Hongkong he accidentally met her
in London and told her where he was going
and that as soon as he arrived here he
would certainly get married and settle
down. She then asked him to make some
provision for her and set her up in business.
This

serious crime, for he thoroughly believed and understood he had a perfect right to do what he had done. Although it was mentioned three or four weeks before being married again, so sure was he of his case that he had a perfect right to get married that he never even attempted to take any steps whatsoever.

His Lordship stated that so far as he could recollect according to the depositions the prisoner said when in Hongkong that his first wife was dead.

The prisoner:—That is what we agreed in the first place, my Lord.

His Lordship:—That is all against your argument.

The prisoner:—That is what we agreed in the first place. When we agreed not to take any action against one another we agreed upon that.

The Attorney General remarked that of course he was unable to say how far the statements of the prisoner were correct. The man's first wife, who was ruined by these proceedings, was not present, and of course, she might have a very clear tale to tell. The facts, however, were simple and clear. The prisoner, who was formerly in the Royal Engineers, stationed at Hongkong, joined the forces in 1885 and was attested in March of that year. The second marriage was not until December, 1900. Therefore, he must have been 46 years of age three months after joining the R.E. when he made the second marriage. He was married in England on the 14th July, 1890, or five years and three months after being attested in the R.E. It was pretty clear therefore that he could not have been a minor when he married.

The prisoner:—I was not 16 years of age when I joined the R.E.

The Attorney General, continuing, pointed out that while in the Colony the prisoner and his first wife lived in the married men's quarters at Lyceum. In 1900, after an absence of two years, the prisoner returned and was made a Company Sergeant Major of Works, and a warrant officer in that Regiment recognised him and inquired after his wife. The prisoner replied that she was dead. On the 1st December, 1900, he went through the form of marriage with Ellen Emily Lucas, who was a teacher in St. Francis Convent, Wanchai. In the marriage certificate he was described as being 38 years of age, though he must have been considerably more than that as he joined the R.E.'s in 1885, which was more than 15 years before. He must have been—

His Lordship:—13.

The Attorney General remarked that that showed that his statements were false and he was not speaking the truth.

His Lordship:—Of course, he is not.

The Attorney General concluded by stating that as to anybody being foolish enough to tell him that it was illegal to marry his cousin-in-law must have been a very foolish person. As to his being a minor at the time of the first marriage the records were absolutely against that. In the depositions his age was put down as 35; that he thought was nearer the truth. He did not wish to say anything in aggravation of the matter nor press for undue punishment, but he did not think the statement made against his first wife, whom he believed was an extremely respectable woman, tended to lessen the offence.

His Lordship said he had listened to a great deal of what had been said in the matter, and was of the opinion that prisoner had said much which would have been better unsaid. He must have lied one way or the other, and there was no pity for him at all as he had ruined two women. He would be sentenced to prison for two years with hard labour.

OTHER CASES.

LARCENY.

Wong Lam, pleaded not guilty to three charges of larceny of satin and crepe.

The Attorney General (instructed by the Crown Solicitor, Mr. F. H. L. Dowley), prosecuted, and the following jury was empanelled to try the case:—Messrs. Johann Heinrich Jessen, Bonifacio Maria Castro, Chow Dart Tong, Henry Chamberlain Sandford, Wilhelm Ernst Pucher, Thomas Blair and Henry Adolphus Warie Slade. The prisoner was found guilty, and was sentenced to six months' imprisonment on each count, the sentences to run consecutively. His Lordship ordered the goods retained to be restored to the plaintiff on their being properly reclaimed.

Wan Lam was sent to gaol for nine months with hard labour on each of two counts of larceny, the sentences to run consecutively.

THE ALLEGED COLLISION.

FRENCH MAIL AND JUNK.

JUDGMENT FOR DEFENDANTS WITH COSTS.

This case was concluded in the Supreme Court yesterday afternoon and, as stated in our issue last evening, His Lordship T. Sercombe Smith gave judgment for the defendant company with costs. It will be remembered that the plaintiff, Kwok Kam Chiu, as owner of the fishing junk *Cheung Kam Le*, claimed from the Compagnie Des Messageries Maritimes, as owners of the steamship *Indus*, the sum of \$1,457.64, damages alleged to have been caused to the junk by a collision which occurred between the mail steamer and the junk off Hong Hai Bay, in the China Sea, on Sunday evening, the 22nd September last. The plaintiff, however, in order to bring his claim within the jurisdiction of the Court waived the sum of \$457.64, part of the sum of \$1,457.64, thereby reducing his claim to the sum of \$1,000. He further claimed the costs of the action.

Mr. Morgan Phillips, barrister-at-law, appeared for the plaintiff, instructed by Mr. John Hays, of Messrs. Johnson, Stokes and Masters, solicitors; and defendants were represented by Mr. John Hastings, solicitor.

Addressing the Court on behalf of the defendant company, Mr. Hastings said he thought

that really the sole question for his Lordship to decide, in the first instance at any rate, would be whether such a collision as alleged occurred at all. That was to say whether there was any collision between the plaintiff's junk and the *Indus* at the time and place alleged. The evidence was naturally contradictory. Two sets of witnesses swore to entirely different stories, and the two sets of evidence could not stand together. It was for his Lordship to decide, on considering the whole of the evidence, which party he believed. In the first place he pointed out that the onus of proof in the case rested on the plaintiff, and it was not for his client to prove that no collision occurred, but for the plaintiff to satisfy the Court that the collision did occur. If there was still some reasonable doubt existing as to whether the *Indus* was actually in collision on the morning of the day named the benefit of that doubt must be given to the defendant company. It was not, he said, solely a question of money, but there was a serious allegation brought against the captain and crew of the steamship *Indus*, and set out in the statement of claim, to the effect that after colliding with the junk they deliberately did not slacken their speed but continued on the course making no attempt to assist those on board of the junk. That was an allegation of inhumanity on the part of the captain who felt it very strongly indeed. It was a serious matter and one that should be taken into consideration. Turning to the evidence, Mr. Hastings said that the most important point in the case was to fix as near as possible the position of the junk at the time the collision was alleged to have taken place, and he thought that owing to the fortunate circumstance that there happened to be the island of Pedro Blanco in the vicinity they were able to get at the position of the junk from the plaintiff's own statement alone. Having dealt with that subject at some length he proceeded to refer to another material point in connection with the fixing of the time at which the collision was alleged to have taken place, and said that the crucial point, of the case and the point upon which the plaintiff must stand or fall, was the statement that the steamer which ran into the junk had white hulls and two black funnels. Upon that point plaintiff was supported by the members of the crew. He submitted, however, that that statement was not to be believed for apart from the fact that the night was very dark at the time when the crash came the crew would be in such abject terror that it would be impossible for anyone to take any accurate details of the steamer which struck them. When the plaintiff arrived in Hongkong in the morning he was totally ignorant of the name of the steamer which ran into the junk or of any details concerning her. In comparing the evidence tendered by each party, Mr. Hastings submitted that the testimony of the plaintiff was not at all satisfactory as he had contradicted himself time after time, while the defendants' version of the affair tended to show that the *Indus* could not by any possibility have been in the position stated by the other side. At the time the ship must have been at least 10 miles to the west of Pedro Blanco. Of course, if she was not in collision with the junk it would naturally be asked how was it that the craft was damaged. He pointed out that according to the evidence it appeared two other steamers followed the *Indus* at the time and came into Hongkong shortly after she arrived here. After pointing out to his Lordship that there was no conspiracy on the part of the crew of the mail boat to deny the affair, he urged him to consider whether the plaintiff had discharged the onus of proof, and proved that beyond all reasonable doubt the *Indus* was the ship which ran into the junk on the morning, in question. Having had the facts before him he asked his Lordship to say that the plaintiff had not made out his case and had not proved to the satisfaction of the Court that it was the *Indus* which collided with the junk.

Mr. Morgan Phillips, for the plaintiffs, urged that there were certain facts in the case which were proved beyond contradiction, and the sole question for his Lordship to consider was whether it was the steamship *Indus* which collided with the junk. It seemed to him that the evidence pointed most strongly in that direction. Turning to the statement of witnesses, he submitted that the story told by the plaintiff was entitled to belief and acceptance by the Court on the grounds that it had not been broken up in cross-examination nor had conflicting evidence of a superior weight been adduced against it. To him it seemed that the most important thing in the whole matter was that, at ten o'clock on the morning of the collision the plaintiff was at the office of his solicitors with all information regarding the collision. As to the question of current running at the time, he thought it was a curious thing that if they deducted two knots from the log speed of 13½ knots they would have the *Indus* just north of Pedro Blanco. Anyhow, it seemed to him to be reasonably proved that the *Indus* must have been somewhere near those islands on the morning of the collision. As to there being two other ships in the vicinity at the time he pointed out that neither had white hulls and two black funnels. In fact, the whole question seemed rather a difficult one for his friend to overcome. Which story was to be believed in the case? As was usual in collision cases there was a conflict of evidence. One knew that on this coast a great many fishing junks were run down and no report was made, the whole thing being taken as a matter of course. Where they had such large ships like the *Indus*, going at a high rate of speed and running into a fishing junk the shock would be a very small one, indeed. He asked his Lordship, sitting as a jury, to come to a conclusion upon the reasonable effect of the evidence and take a reasonable view of it. He briefly summed up the facts adduced, and said if his Lord-

ship came to the conclusion that the *Indus* was, in the vicinity of the fishing junk on the night in question he would accept the statement of the plaintiff that it was the *Indus* which sank the junk. In that case he would give a verdict in favour of the plaintiff.

In delivering judgment, His Lordship said he had given the case some consideration since last sitting in Court, and the question before him was what ship came into collision with the junk. He proceeded to deal with the evidence adduced regarding the positions of the junk and the steamer at the time, they were alleged to have collided, and also reviewed the facts submitted in relation to the current running. As to the question of collision he proceeded to comment on the evidence of both parties concerning the point, and observed that a feature of the defendant's evidence was that no shock was felt to the ship. As to the point raised regarding the white hull and black funnels of the *Indus*, his Lordship said that as a jury he had taken the opportunity of going across the harbour while the steamer was in port and passing very close to her bows. When going over to Kowloon he could not distinguish her colour though when returning he got a better sight of her and could just see faintly that she was white. That was his only experience in the matter, and of course the ship was in harbour where probably it was more favourable than the conditions out at sea. On the whole, on that point he was of the opinion that it was very unlikely that the people on board of the junk could in the panic of collision have taken such minute notice of the steamer as they stated they did. It had been urged that the plaintiff, when coming into Hongkong had no knowledge of the ship which had collided with him, but only the knowledge that he had been run into. It was not until he had been in Hongkong and had made enquiries that he was aware, according to Mr. Hastings, of which ship it was thought to be. His Lordship proceeded to deal with the question of the paint being scratched off the bows and pointed out they had heard the evidence of the officer on board, whose special duty it was to make a round of the ship on her arrival in harbour and see whether any paint was off or not. His evidence was clear and definite on the point for he stated absolutely there were no signs of a collision having occurred. That was a point upon which the plaintiff laid considerable stress and, it seemed to His Lordship, a point which had not been proved to the satisfaction of the Court. It was quite true that had the *Indus* been in collision with a junk there must have been some paint scratched off, but the evidence on that point was of such a nature that he could not accept it against the testimony of an officer, whose special duty it was to make a round of the ship and see whether or not paint had been scratched off.

The onus of proof, he concluded, having been on the plaintiff to satisfy the Court on the evidence that the steamer which collided with the junk was the *Indus*, belonging to the defendant company, that onus in his opinion, had not been discharged, and the defendant company would therefore have judgment with costs.

HONGKONG SHARE MARKET.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

HONGKONG, Friday, January 17th.

For the past week there has been very little doing, and only a few stocks have been dealt in. The Humphreys' Estate and Finance Company, Limited, has advertised its Sixteenth Ordinary Annual Meeting for the 27th January. The transfer books will be closed from the 24th to 31st instant, both days inclusive. The Universal Trading Company, Limited, has declared an Interim Dividend of \$1.20 per share payable on and after the 21st January. The transfer books will be closed from the 18th to 20th instant, both days inclusive. The Hongkong, Canton and Macao Steamboat Company, Limited, has given notice of its Seventy-first Ordinary Half-yearly Meeting, to be held on the 4th February. The transfer books will be closed from the 22nd instant to the 4th proximo, both days inclusive. Banks—Hongkong and Shanghai Banks have not maintained their position, and have reacted to \$57½, at which figure shares are offering. The London quotation keeps steady at £65. Nationals are still wanted at \$27. Marine Insurances.—Unions are steady, with sales at \$342½. China Traders are enquired for at \$54, and North China have risen to Tls. 185 buyers. There is no change in other stocks. Fire Insurances.—Hongkong Fires have been sold at \$37½ and may now be obtained at \$370. China Fires have changed hands at \$50. Shipping.—Hongkong, Canton and Macao Steamboats have been taken off the market at \$37½, \$37½, and \$37½. Indo-Chinas have ruled rather erratic, and transactions at \$137, \$138 and \$139 have taken place; the market closes with enquiries at \$138. Douglas Steamships are unchanged. China and Manilla have further declined, and shares to be had at \$38. Star Ferries are out of favour, and sellers rule the market at \$24 for the old, and \$9 for the new issue. Shell Transports are quoted at £2.5f. Refineries.—We have heard of no business in either stock, and rates are unaltered. Mining.—Punions can be placed at \$4.80. Rauts are dull at \$9, and telegrams have, selling at \$4. Charbonnages have found buyers at the advanced rate of \$110. Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have negotiated at \$285. Kowloon Wharfs after sales at \$93 are now wanted at \$94. Farnhams have been fixed at Tls. 260 ex the interim dividend of Tls. 7 just paid. Lands, Hotels and Building.—Hongkong Lands have further declined, and can be procured at \$192. Hongkong Hotels are offering at \$137. Humphreys' Estate have changed hands at \$14. Subject to audit, the Directors propose to pay a dividend of \$1 per share, place \$100,000 to Permanent Reserve Fund and carry forward \$18,529.18. China Provident have been dealt in at \$9½ ex the dividend of 80 cents paid yesterday. Cotton Mills.—Hongkong Cottons continue in demand, and can be sold at \$14½. Sales of Ewos are reported at Tls. 42. The Yuh Loong Cotton Spinning Company, Ltd., having gone into liquidation, we have taken the stock off our list. Cigar Companies.—The Alhambra, Limited, has increased its capital by \$50,000 in 100 shares of \$500, all of which have been taken up at par. Miscellaneous.—Green Island Cements have been disposed of at \$21. A. S. Watsons are asked for at \$15. Electrics, old, have been done, and more are wanted at \$13½; the new shares have enquiries at \$54.

Entertainments.

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY, will be held in the CITY HALL, on JANUARY 24TH, 1902, at 9.30 P.M.

TICKETS \$5 each.
Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.
Hongkong, 19th December, 1901.

PROMENADE CONCERTS.

MONDAY and TUESDAY,
3rd and 4th February,
CITY HALL,
9 P.M.

ORCHESTRA 120.

Bands 22nd Bombay Infantry.
Bands 5th Hyderabad Contingent.
Bagpipes H. K. and S. Battalion.
(Ladies and Gentlemen of Hongkong will kindly assist).

Booking at ROBINSON PIANO Co.
Dress Circle \$2.
Promenade
Conductor J. H. MOIR,
B.M., R.V.F.
Hongkong, 17th January, 1902. [76d]

Intimations.

UNIVERSAL TRADING COMPANY, LIMITED. NOTICE.

SHAREHOLDERS in the above Company are hereby notified that an INTERIM DIVIDEND at the rate of 12½ per Annum for the Half-year ending 31st December, 1901, will be payable at the Office of the Company, No. 4, Des Voeux Road Central, on and after the 21st January, 1902.
Dividend Warrants can be obtained on application.
The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 18th to MONDAY, the 20th instant, both Days inclusive.

ELLIS KADOORIE,
General Manager.
Hongkong, 16th January, 1902. [74d]

ST. JOHN'S CATHEDRAL CHURCH, HONGKONG.

NOTICE is hereby given that the ANNUAL MEETING OF SEAT HOLDERS and SUBSCRIBERS will be held at ST. PAUL'S COLLEGE, on THURSDAY, the 23rd instant, at 5 P.M.
T. O'NEILL, 14th January, 1902. [67d]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for The West Point Building Company, Limited.
Hongkong, 6th January, 1902. [22d]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER of SHARES will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 6th January, 1902. [21d]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE SIXTEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the REGISTERED OFFICES of the Company, on MONDAY, the 27th January, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both Days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th January, 1902. [66d]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIRST ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, No. 18, Bank Building, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd January, to 4th February, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 14th January, 1902. [64d]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place on the 24th instant from Kowloon City Pier in a South-Easterly direction.

All Ships, Junks, and other Vessels are cautioned to keep clear of the Ranges.

By Command,
J. H. STEWART, LOCKHART,
Colonial Secretary.
Colonial Secretary's Office.
Hongkong, 16th January, 1902. [79d]

Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901.

W. BREWER & Co.

NEW INTERNATIONAL CODE OF SIGNALS 513.

NEW STOCK.

Photograph Scrap Albums, Scrap Shot Albums,

Ladies' and Gentlemen's Boots and Shoes, GREAT VARIETY.
Egyptian Cigarettes, Wills' Cigarettes, Indian Cigars, Manila Cigars, Tennis Shoes, large variety.
Croquet, Badminton, Base Ball Sets, Cricket, Tennis Rackets, Nets and Poles, Ayer's, Slaters', Forrester's, 1902, Tennis Balls, Newspaper Scrap Albums, Hongkong, 15th January, 1902. [34d]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 20th Nov. 1901. [733c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898.

[21]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.

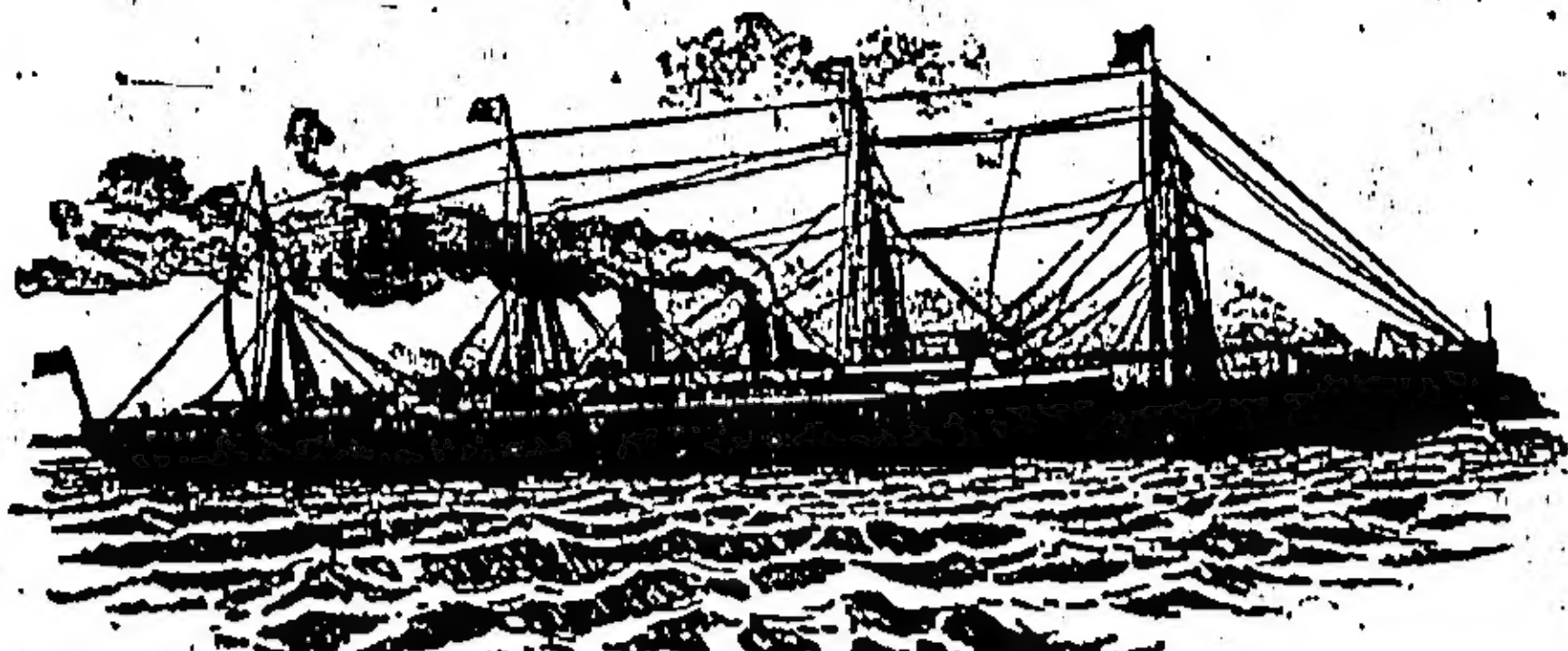
MESSRS. COTTAM & CO. for DRESS SHIRTS, TIES and WHITE KID GLOVES.

MESSRS. COTTAM & CO. for THE "FAVORITE-STRAW HAT" also TAN KID GLOVES.

MESSRS. COTTAM & CO. for the LATEST STYLES in "TRESS & CO'S" FELT HATS.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 25th January, at Noon.
"COPTIO"	TUESDAY, 4th February, at Noon.
"AMERICA MARU"	TUESDAY, 11th February, at Noon.
"CITY OF PEKING"	TUESDAY, 18th February, at Noon.
"GABRIO"	FRIDAY, 28th February, at Noon.
"HONGKONG MARU"	SATURDAY, 8th March, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at NOON, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage-Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

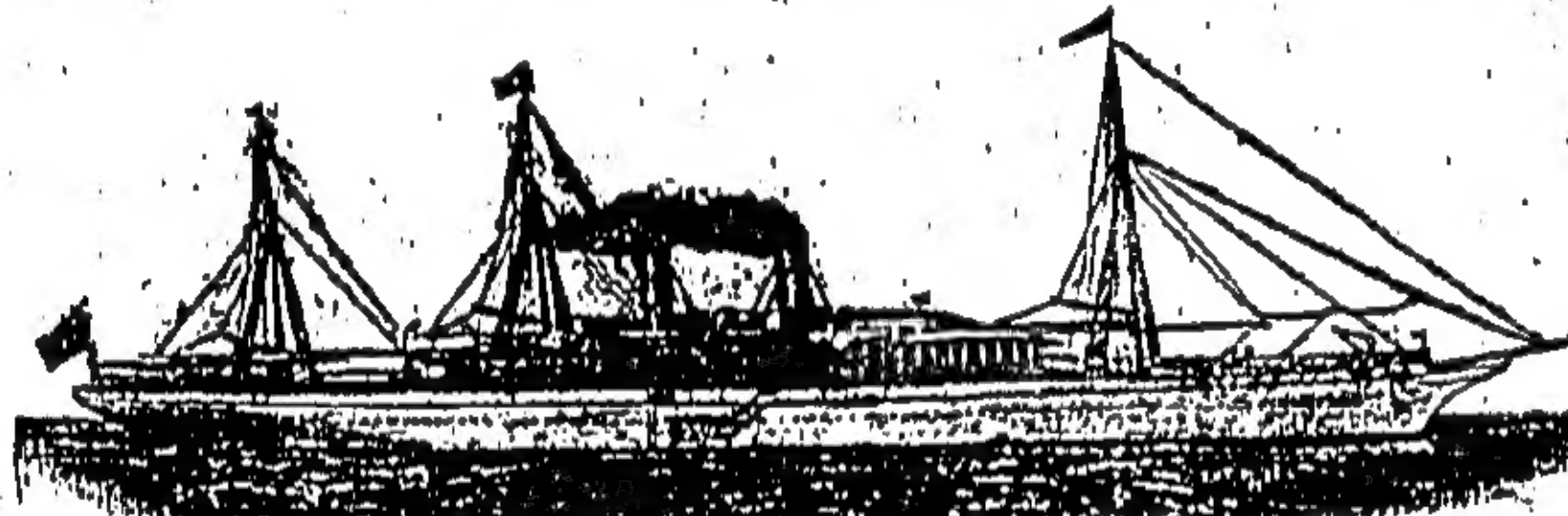
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th January, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

TARTAR*	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 29th January.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHENIAN*	Comdr. H. Mowatt	WEDNESDAY, 26th February.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 12th March.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 26th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connections at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pudding Street.

Hongkong, 15th January, 1902.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SAMBIA	HAVRE, BREMEN AND HAMBURG.	28th Jan.	Freight.
Schmidt	(Calling at SINGAPORE AND PENANG.)		
AMBRIA	HAVRE, BREMEN AND HAMBURG.	12th Feb.	Freight.
Duckstein	(Calling at SINGAPORE AND COLOMBO.)		
G. FRED LAEISZ	HAVRE AND HAMBURG.	26th Feb.	Freight.
Fuchs	(Calling at SINGAPORE AND PENANG.)		
ANDALUSIA	HAVRE AND HAMBURG.	15th Mar.	Freight.
Ehlers	(Calling at SINGAPORE AND COLOMBO.)		
KONIGSBERG	HAVRE AND HAMBURG.	27th Mar.	Freight and Passengers.
Christiansen	(Calling at SINGAPORE AND PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 4th January, 1902.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Atkinson, J. J.	Gool, J. Van Der
Anelino, Miss L.	Groot, A. de
Assumpcio, J. M.	Gregor, J.
Anderson, J. W.	Guigard, Theo.
A. L. M.	Glover, Mrs.
Art, Hon. Albert von	Gubday, Nahom
Abba, H. M.	Graham, M. J.
Ahmed, A. J.	Garrett, F. J. V.
Anderson, Mrs. A. J.	Gray, Miss
Arxer, Fuan	Gilbert, Miss S.
Anderson, Rev. H. E.	Graham, W. L.
Ah Fook	Gonzalez, F.
Alaraki, Sate	Galloway, Robt.
Almhusen, Abdulla	Gassies, I.
Almhusen, Abdulla	Golla Mohamed
Allison, Miss Mary	Grey, F.
Alexander, M. R.	Guidan, Mrs. M.
Adamsen, Mrs. Hans	Garcia, Francisco
Allan, A.	Graham, Esq.
Ah Pooi	Grindlay Groom & Co.
Alahditta Khan	Grant, J. R. P.
Abdul Hasan	Goutier, K. K.
Brown, Rev. A. J.	Goutier, Mr. & Mrs.
B. D. V., Madame	Goulbourn, W. H.
Bernardo, R. L.	Grider, Marc
Bruce, Mrs.	Gaffoor, Khan
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they saw foxes and wild cats devouring them, and flies and gnats biting at them. The perspiration started out upon their foreheads, and they looked away, unable to bear the sight. It was not on account of other people that this perspiration flowed, and the motions of their hearts affected their faces and eyes, so instantly they went home, and came back with baskets and spades, and covered the bodies. If the covering them thus was indeed right, you may see that the filial son and virtuous man, in interring their parents in a handsome manner, act according to a proper rule. To what extent, and in what age, this

BARBAROUS INDIFFERENCE TO COMMON DECENCY

was the rule, we have no means of knowing. It was indeed during "upper antiquity," that is, before wise kings and sages had delivered their rules and ceremonies that this indifference was shown. Nor can we really say whether this was the general rule or not, except that probably in China, as amongst other barbarous peoples, this course was followed as the cheapest and the easiest. It shocked the sage, and naturally so.

Mencius appears to have paid careful attention to the funeral obsequies of his illustrious mother. He tells us nothing of her life, and fails altogether to acknowledge his dependence on her guidance when young, but when the last tribute had to be paid he was not wanting. Indeed, so extravagant was he that complaints were made to the Duke of 'oo because of the "excellence of the coffin, the shell, the grave-clothes, and the shroud." He manifested more extravagance than on some previous occasions, when less elaborate arrangements had been made. Not only was his conduct criticised in his upper circle, where there was perchance some jealousy of his influence and splendour, but his disciple, who was instructed to superintend the matter, after three years (it is supposed) asked Mencius to explain why the wood "was so costly."

Mencius went from T'se to Loo to bury his mother. On his return to T'se, he stopped at Ying where Ch'ung Yu begged to put a question to him, and said, "Formerly in ignorance of my incompetency, you employed me to

SUPERINTEND THE MAKING OF THE COFFIN. As you were then pressed by the urgency of the business, I did not venture to put any question to you. Now, however, I wish to take the liberty to submit the matter. The wood of the coffin, it appeared to me, was too good."

Mencius replied, "Anciently there was no rule, either for the inner or the outer coffin. In middle antiquity the former was made seven inches thick, and the outer one the same. This was done by all from the Emperor to the common people, and not simply for the beauty of the appearance, but because they thus satisfied the natural feelings of their hearts. If prevented by statutory regulations from making the coffins in this way, men cannot have the feeling of pleasure if they have not the money to make them in this way, they cannot have the feelings of pleasure. When they were not prevented and had the money the ancients all used this style. Why should I alone not do so?"

When we read that the wood of which the coffins were made in those ancient days was seven inches thick, we may perhaps raise our eyebrows in surprise, but that one's astonishment may not make credence impossible, we may add that the wood measured by the standard of to-day, it would only measure four inches—which is about what we see among the wealthy families. It may be added that one is surprised that the custom has held the field so long with a people so utilitarian as the Chinese are. The dictum of Mencius has, without doubt, had its influence on the opinions of the people.

JOSS PIDGIN.

In the South of China, in some districts at least, at the end of the prescribed three years of mourning, the grave of the deceased is reopened, and the bones extracted. These are then carefully collected and deposited in large jars, which are then sealed down and placed in rows under some shady bank, and are named by irreverent jesters, because of an analogy so obvious that we need not refer to it, "potted ancestors." At the end of these three years the coffin is by no means decayed. The thick planks are therefore exhumed and sold to certain merchants, who deal in such things, and they are ultimately resold for making dykes, canals, and simple bridges across the mountain streams. What is paid for a pair I do not know, but they are constantly on sale; they are well-seasoned, and there is a large trade done with them.

The long processions consisting of mourners and their sacking, relatives and their servants, horn-blowers, cymbal-clangers, and banner-bearers, the paper chair, and heaven knows what—for a European does not—which blocks the ways and the gates of a Chinese city when a wealthy man is carried forth to his long home, are but the full fruition of the ideas which Confucius and Mencius insisted on so long ago. The man who thus honours his parents is regarded by the literati as a saint, and by those whom the employs as a "jolly good fellow." But even when all this cannot be commanded, through poverty, a good coffin is essential and must be obtained. I have seen a procession consisting of only two persons, and the bearers. Before the coffin

A BUDDHIST PRIEST, muttering incantations, and scattering paper money, and behind them followed one was evidently a near relative, probably a son. Yet in that case as in all other "the wood was good" and substantial. The period of three years' mourning, which is the rule among the upper circles of society, and assumed to be so essential to filial conduct and respectability, was in vogue in the days of Mencius, and was defended by

him with all his might. Indeed, when Confucius died one of his disciples mourned for him for six years. "Formerly when Confucius died, after three years had elapsed, his disciples collected their baggage and prepared to return to their several homes. But on entering to take their leave of T'sze Kung, as they looked towards one another, they wept, till they all lost their voices. After this they returned to their homes, but T'sze Kung went back, and built a house for himself on the altar-ground, where he lived alone other three years, before he returned home." But this could not be repeated, and when some one wished to accord the same honour to Yen Jo the reply was, "This may not be done."

Not only is the thickness of the coffin prescribed, and the length of time that must be devoted to mourning, but the nature of the mourning, of the robes to be worn, and even THE Demeanour OF THE MOURNERS. It is true that Mencius once said that "weeping for the dead should be from real sorrow, and not because of the living," which all who have given any thought to the subject will accept, and we should have thought that this deliverance would have been sufficient. More elaborate instructions, however, were given. "When a Prince dies, his successor entrusts the administration to the prime minister. He sips the congee. His face is of a deep black. He approaches the place of mourning and weeps. Of all the officers and inferior ministers, there is not one who will presume not to join in the lamentation, he giving the example." Once Duke Tung sent Yen Yew to enquire of Mencius about funeral ceremonies. Mencius said, "Is not this good? In discharging the funeral duties to parents, men feel constrained indeed to do their utmost. I have heard that the three years' mourning, the garment of coarse cloth with its lower edge even and the eating of congee, were equally prescribed by the three dynasties, and binding on all from the emperor to the mass of the people. The Prince obeyed." So, for five months he

DWELT IN A SHED, without issuing an order or a caution. All his officers and relatives said, "He may be said to understand the ceremonies. When the time of interment arrived, from all quarters of the State they came to witness it. Those who had come from other States to condole with him were greatly pleased with the deep dejection of his countenance and the mournfulness of his wailing and weeping." Such were the injunctions of the Sage. It is therefore obvious that the burdens, under which the great majority of the people groan to-day, were laid upon their shoulders by their two immortal Sages, and of these perhaps Mencius was the greater sinner of the two. It seems incredible that feeling as the Chinese do in these matters, they should be so indifferent to the up-keep of their graveyards and the tombs of their fathers.

In China few spots are more disreputable and well-begone than their cemeteries. The farseeing of them have discovered that Europeans do not treat their cemeteries in this way, and Chang Chih-tung refers to this in his famous book and points a moral therefrom. The Chinese will of course lash themselves in to fury if a grave is to be molested in order to build a railway, but thorns and brambles, buffaloes and ponies make their graveyards veritable wilderness of confusion and disorder. It may be replied "They follow their customs and we ours."

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SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
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SOLE AGENTS FOR HARTMAN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.
Hongkong, 14th May, 1902. [15]

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Price on Application. [116]

Posts.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 25th Jan., at Daylight.
MUKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 28th Jan., at Noon.
YAWATA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 30th Jan., at 4 P.M.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 31st Jan., at Daylight.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 31st Jan., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th January, 1902. [5]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADAM, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 27th instant, 1902, at 1 P.M., the Company's Steamship "GALEONNIEN" Captain Blanc with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, VIA BOBOMAY. This Steamer connects at COLOMBO with the s.s. "Toshiba," which vessel takes on her Passengers and Mails leaving that Port on the 8th February, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Consignee and Value of Packages are required. For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent, Hongkong, 15th January, 1902. [10045]

NORTHERN PACIFIC STEAMSHIP COMPANY.
PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Glenogle	3,750	W. Fakes	Feb. 7
Duke of York	3,821	J. S. Cox	Feb. 22
Tacoma	2,811	A. Dixon	Mar. 8
Victoria	3,502	J. Fenton	Mar. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £32.
Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 48 days. Magnificent Scenery of the ROCKIES and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYRA and ST. MICHAEL. Rates of Passage to other Ports on application.

Special rates allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & Co., LIMITED, General Agents, Hongkong, 3rd January, 1902. [5]

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
"AFRIDI"

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY, SAMARANG and SOERABAYA	"HUMAN"	19th instant.
Kobe,	"CHANGSHA"	20th instant.
MANILA and ILOILO	"SUNGKANG"	22nd instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	20th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	Due.
GLASGOW and LIVERPOOL*	"TANFALUS"	20th January, 1902.
"	"AJAX"	23rd " "
"	"PYRRHUS"	31st " "
"	"ULYSSES"	10th February, " "
"	"TYDEUS"	15th " "
"	"ANTENOR"	20th " "

HOMEBWARDS.

FROM	STEAMERS.	Due.
"PELEUS"	"	21st Jan., 1902.
"STENTOR"	"	4th Feb., " "
"IDONEUS"	"	18th " "
"AJAX"	"	4th March, " "
"ULYSSES"	"	15th " "
"ANTENOR"	"	29th " "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	"	22nd Jan., 1902.
"PATROCLES"	"	15th Feb., " "
"TANTALUS"	"	15th Mar., " "
"TYDEUS"	"	"

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-Class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOI, KOBE, and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for PORTLAND (OR.) on or about the 20th instant.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO. (Incorporated in U.S.A.)
Hongkong, 6th January, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*.....	"DAIJIN MARU"	T. Ogata.....	SUNDAY, 19th January.
FOR ANPING*.....	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 22nd January.
FOR TAMSUI*.....	"DAIGI MARU"	T. Kitano	SUNDAY, 26th January.
FOR FOCHOH*.....	"ANPING MARU"	K. Sudzuki.....	WEDNESDAY, 29th January.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Quay at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th January, 1902.

TOYO KISEN KAISHA (ORIENTAL S.S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on or about MONDAY, the 27th instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

No. 6, Ice House Street, Corner of Des Voeux Road, 1st floor.
Hongkong, 15th January, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at THOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain P. Helms, will be despatched as above on THURSDAY, the 30th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th January, 1902.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Port, TO-MORROW, the 19th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 18th January, 1902.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above Port, on MONDAY, the 20th instant, at 4 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 17th January, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"AMARA,"

Captain Matlock, will be despatched as above on MONDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th January, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"ZAFIRO,"

Captain A. Ramsay, will be despatched for the above Port, on TUESDAY, the 21st instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th January, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

(Taking Cargo at through Rates to the LEVANT, PERSIAN GULF, &c.)

THE Company's Steamship

"CARINTHIA,"

Captain Marochino, will be despatched as above on MONDAY, the 27th instant, P.M.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 16th January, 1902.

Consignees.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

FROM PORTLAND (OR.), YOKOHAMA, KOBE and MOI.

THE Company's Steamship

"INDRAPURA,"

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and take immediate delivery of their Goods from alongside.

Any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

ALLAN CAMERON, General Agent.

Hongkong, 13th January, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY.

THE Steamship

"CARINTHIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Trieste, ex s.s. *Auguste & Habiburg*, transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 14th January, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 15th January, 1902.

Consignees.

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG and SINGAPORE.

THE H.A.L. Steamship

"WURZBURG,"

Captain von Binzer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 13th January, 1902.

FROM HAMBURG, ANTWERP, COLOMBO, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain Fuchs, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 14th January, 1902.

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Ortel*, from Bordeaux, ex s.s. *Ville de Bordeaux* and *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M., TO-DAY, the 16th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 23rd instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd instant, or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPAGNE, Acting Agent.

Hongkong, 16th January, 1902.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA."

CONSIGNEES of Cargo ex s.s. *Indrasamha* from NEW YORK are hereby notified that their Cargo transhipped at SINGAPORE into the s.s. *C. Ferdinand Latier*, has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.

Consignees are requested to immediately send in to the undersigned Original Bills of Lading, in exchange for which they will receive Local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & Co., Agents.

Hongkong, 17th January, 1902.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"PERU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 17th January, 1902.

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Whooping, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

G. GRIMAULT & Co., Paris, sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Cathartics, have not the inconvenience of producing nausea.

MATIOIC INJECTION is used in recent

MATIOIC CAPSULES in the same chronic cases

GRIMAULT & Co., Paris, sold by all Chemists.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1890.

Announcements.

Sabang-Bay Harbour and Coal Co., Limited.

Tulo Wel, North Sumatra.

Cable-Address—"HARCOAL, SABANG."

THIS Company supply best Welsh, Bengali and Orinbil Coal at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The company execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices, and October, 1901.

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAIR BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

NOT AND A.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1895.

Barometer	30.159
Thermometer	59.7
Humidity	74
Rainfall	1.545

TO-DAY.

WATER REPORT.

On date at	On date at
Barometer	30.14
Thermometer	65
Humidity	80
Rainfall	77

TO-MORROW.

Saturday, 18th January, 1902.
 1850—Blockade of the Prince by Admiral Parker.
 1867—Great gunpowder explosion in Hongkong harbor.
 1871—King of Prussia proclaimed Emperor of Germany.
 1844—General Gordon despatched to the Sudan.
 1885—Steamer *Roslyn* lost on Saigon coast, crew saved.
 1896—Death of Prince Henry of Battenberg. King Frederick submitted to Great Britain. Foundation stone of the new premises of the Po Leung Kuk Society laid by H. E. the Governor.
 1899—Fire at Shanghai.

TO-MORROW.

Sunday, 19th January, 1902.
 1801—Kowloon peninsula formally handed over to Great Britain.
 1863—Sailor's Home at Hongkong formally opened.
 1870—The *Frederic* burnt by coals.
 1879—Arrival of Portuguese transport *Africa* at Mucio, from Lisbon, with 200 police for the colony.
 1885—Battle of Maitum.
 1888—Mr. Montimer Murray, British Vice Consul at Macao, committed suicide.

AGENDA.

TO-MORROW.

CHURCH SERVICES.

St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

St. Peter's Church, West Point:—11 a.m. and 6.30 p.m.

St. John's Cathedral:—Communion, 7 a.m., 11 a.m., 5 p.m., 7.45 p.m., 9.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 4.45 p.m.

Union Church:—Services, 11 a.m. and 6 p.m.

St. Peter's Seamen's Church.
 West Point.
 2nd Sunday after Epiphany (Jan. 19th.)
 Matins 11 a.m.
 Hymns, 101, Venite Monks; Te Deum Lawes; Benedictus Goodenough. Hymns, 102, 10, 62.
 Evening 6.30 p.m.
 Hymn 499; Magnificat Gregory; Nunc Dimitis Wickes. Hymns 483, 13, 34.

Gospel Hall.
 6 Arsenal Street, Top Floor.
 Off Queen's Road, East.
 Meetings are held as follows:—
 SUNDAY.
 Acts 2:42. 11 a.m.
 Gospel Address. 6 p.m.

TUESDAY.
 Soldiers and Sailors Bible Class. 6 p.m.

THURSDAY.
 General Bible Class. 6 p.m.

SATURDAY.
 Prayer Meeting. 6 p.m.
 A hearty welcome given to all.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (Parramatta) to-morrow.

Canadian (Empress of India) to-morrow.

German (Hamburg) 22nd inst.

American (Coptic) 24th inst.

Australian (Guthrie) 28th inst.

American (America) 1st prox.

American (City of Tokio) 7th prox.

The N. P. S. Co.'s steamer *Tacoma* arrived at Tacoma from Hongkong and Japan on the 16th inst.

The C. M. steamer *Chingwa* from Glasgow and Liverpool, left Singapore for Hongkong on the 17th and may be expected on or about the 24th inst.

The N. Y. K. Co.'s steamer *Milne Maru* (Bombay Line) left Singapore for this port on the 17th inst., p.m., and is expected to arrive here on the 24th inst.

The Imperial German Mail steamer *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on Friday the 17th inst., and may be expected here on or about Saturday the 25th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Shanghai at 6.30 a.m. on Saturday the 18th inst., and left again at 3 p.m., same day for Hongkong where she is due to arrive at 7 a.m. on Tuesday the 21st inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Shanghai at 6.30 a.m. on Saturday the 18th inst., and left again at 4 p.m., same day, for Nagasaki where she is due to arrive at 7 a.m. on Monday the 20th inst.

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mrs. and Howard, Mr. Thos. servant
 Anderson, Mr. and Mrs. Howell, Mr. M. D.
 J. F. Howkins, Mr. and Mrs. H. L.
 Andrews, Mr. D. W. Hughes, Mr. W. K.
 Angus, Mrs. Hoke, Mr. A. N.
 Bailey, Mr. W. S. Jackson, Capt.
 Baldwin, Miss S. C. Jenkins, Miss
 Barber, Mr. H. E. Johansen, Mr. and Mrs.
 Barlow, Mr. H. J. Joseph, Mr. and Mrs.
 Barlow, Mr. F. C. E. S.
 Belden, Mr. H. A. Kerman, Mr. R. S.
 Bell, Mr. J. T. Kiene, Mr. A.
 Beringer, Dr. King, Major H. S.
 Black, Mr. E. Kingdon, Miss
 Bonner, Mr. E. A. Kilmoff, Dr.
 Bonnet, Mr. F. S. Klamberg, Mr. B. V.
 Bourne, Mr. F. S. Lake, Capt. M. P.
 Brown, Mr. and Mrs. Leonard, Mr. W. H.
 D. E. Leslie, Mr. D.
 Brown, Mr. J. W. Mackie, Mr. Gordon
 Buchanan, Miss McHenry, Mr. and Mrs.
 Buttanshaw, Major E. W. and child
 Cameron, Mr. D. H. McLellan, Mrs. E. E.
 Clark, Dr. F. Michael, Mr. S. J.
 Cleppien, Mr. G. Milton, Mr. and Mrs.
 Cole, Mr. G. C. Minotti, Mr. M.
 Colson, Mr. J. S. Mitchell, Capt.
 Connolly, Major P. Morrison, Mr. J. T.
 Craig, Dr. J. M. Ouden, Comte & wife
 Davies, Mrs. W. and child Oppmann, Mr. H. G.
 Davis, Mr. J. L. Paritt, Mr. W.
 Discombe, Mr. G. M. Pearse, Dr. W. W.
 Dunsford, B.A., Major Picard, Mr. P.
 Dunsford, Capt. & Mrs. Pitcher, Mr. A. J.
 and child Price, Mr. H.
 Euphry, Mrs. & child Radcliffe, R.E., Capt.
 Edwards, Mr. F. W. Robertson, Mr. W. R.
 Fernald, Mr. and Mrs. Schirnick, Mr.
 Ford, Mr. Geo. Schow, Mr. C.
 Foye, Mr. A. L. Smith, Mr. A. E.
 George, Mr. J. T. Smith, Mr. J. T.
 Gibson, Mr. and Mrs. Smith, Mr. R. G.
 Kennedy and child Smithers, Mr. R. G.
 Glover, Mr. C. Snewin, Mr. E. A.
 Goldenstein, Mr. H. Taggart, Mr. G. M.
 Grant, Mr. John Taylor, Mr. D. G.
 Grant, Mr. P. Tribe, Miss
 Griffiths, Mr. E. Tucker, Mr. G. E.
 Greene, Mrs. W. W. Varley, Mr. R. S.
 Hall, Sir J. Vidar, Mr. and Mrs.
 Hanson, Mr. R. E. Vogt, Baroness
 Hawley, Mrs. & Miss Unsworth, Capt. & Mrs.
 Heaps, Mr. E. O. Wakeman, Mr. G. H.
 Heyford, Mr. R. G. Weyersberg, Mr. C.
 Hiltouse, Miss Whitley, Mr. W. J. G.

VISITORS AT THE CONNAUGHT HOTEL.

Abad, Mr. J. M. McMillan, Mr. A. C.
 Aenle, Mrs. C. & child Perfect, Mr.
 Ahrens, Mr. H. Pontifex, Mr. E. C.
 Arnold, Mr. H. Reiber, Mr. F.
 Brockbank, Mr. and Mrs. Remedios, Mrs. d'Al-
 Mrs. madois, e C.
 Bryson, Mr. A. Remedios, Miss d'Alma-
 Delbano, Mr. E. Remedios, Miss d'Alma-
 Gumpert, Mr. and Mrs. da e C.
 Harris, Mr. Walter Smith, Mr. and Mrs.
 Hindmarsh, Mr. & Mrs. D. L.
 Thompson, Mrs. J. J.
 Hobden, Mr. H. Tinsley, Miss
 Roman, Miss Watson, Major & Mrs.
 Hurri, Mr. A. J. C.
 Jenkins, Mr. S. L. Webster, Mr. R. D.
 MacKenzie, Mrs. C. Wilson, Mr. J. A.
 Manero, Mr. R. Winton, Mr. and Mrs.
 Marlow, Mr. W. T. Woolen Mr. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. & Mrs. Libeaud, Mr.
 and child Libeaud, Mr. E. V.
 Bantle, Mr. James Lynne, R.N., Lt.-Comdr.
 Benson, Capt. and Mrs. Lynne, Mrs.
 Bewley, R.A.M.C., Capt. Marcheselli, Mrs. &
 Blood, Mr. & Mrs. Miss
 Bonnar, Mr. J. W. C. Martin, Mr. R.
 Brown, R.E., Col. L. F. May, Mr. A. J.
 Brynne, Mr. H. F. R. McDermott, Mr. A. P.
 Brusse, Mr. G. Miller, Mr. and Mrs.
 Cartwright, Miss Mitchell, Mr. Robert
 Chapman, Mr. and Mrs. Osborne, R.A., Major
 Mrs. A. Pitt, Mr. John, R.N.
 Connell, Mr. and Mrs. Rumsey, R.N., Hon.
 J. L. O. R. Murray
 Coppin, Mr. A. G. Sawyer, Mrs.
 Dann, Mr. and Mrs. G. Scott, Capt. Percy,
 R.N.
 Davies, Mr. W. Scott, Mrs. Percy and
 child
 Dixon, Mr. W. B. Sherbrooke, R.N., Com.
 Dixon, Mr. F. H. W.
 Dixon, Mrs. W. B. W.
 Dixon, Miss Sherbrooke, Miss
 Dixon, Mr. W. Sherbrooke, R.N., Lt.
 Dixon, Master Kenneth and Mrs. H. G.
 Ezekiel, Mr. J. S. Sinclair, Mr. A. G.
 Forbes, Mr. Andrew Stokes, Mr. A. G.
 Grimbly, Mr. Geo. Terrell, Mr. and Mrs.
 Hamilton, Major H. D.
 Houston, Mr. J. von Thomson, Mr. J. S.
 Hurry, R.A.M.C., Lt. Col. Wheeler, Mr. W. H.
 James, R.A., Maj. and Wright, Dr. and Mrs.
 Mrs. Bateson
 Jeffries, Mr. H. N.

CRAIGIEBURN.

Brown, Mr. and Mrs. Ough, Mr. and Mrs. A.
 H. Matheson
 Edwards, Mr. G. E. P. E. Burns
 Georg, Mr. and Mrs. Simpson, Capt. & Mrs.
 Helms, Mr. W. Surplice, Mr. and Mrs.
 Henderson, R.N., Capt. F. R. G.
 Merrill, Mr. H. W. Taylor, Mr. Basil
 Pryne, Capt. and Mrs. Tyrwhitt, Mr. T.

VISITORS AT THE QUEEN'S HOTEL.

Bowers, Dr. F. H. Mastries, Mr. B.
 Gonard, Mrs. and child Nobbs, Mr. A. P.
 Cronin, Mr. J. Reddick, Mr.
 Daniels, Mr. W. P. Rodgers, Mr. Hugh
 Edmunds, Mr. & Mrs. Shepherd, Mr. F. B.
 E. and child Stansbury, R.N., Lieut.
 Golez, Mr. Mastries and Mrs. and child
 Gillingham, Mr. & Mrs. Swart, Mr. S.
 and child Simpson, R.N., Lt. &
 Hewett, A.P.D., Capt. Mr. Spicer
 Lewin, Lieut.-Col. and Vogdt, Capt.
 Mrs. J. H.C. Wisert, Mrs.
 Leuss, Mrs. and child

VISITORS AT THE KOWLOON HOTEL.

Barrett, Lieut. & Mrs. Crockett, Miss
 A. S. (H.K.R.) Eldridge, Mr. G.
 Blibrough, Mr. C. T. S. Groves, Capt. and Mrs.
 Blythe, Mrs. and family
 Connell, Capt. Jenner, Mr. F.
 Crockett, Mrs. Monrow, Miss
 Crockett, Mrs. Riegan, Mr. V.

THE SHARE MARKET.

LATEST QUOTATIONS.

(JANUARY 18th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$627½ sellers
The Bank of China and Japan, Limited—(Preference)	£ 1	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	nominal
National Bank of China, Limited	£ 8	\$3 buyers
Do.	£ 1	\$10 sellers
Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$342½ sales
China Traders' Insurance Company, Limited	\$ 25	\$54 buyers
North China Insurance Company, Limited	\$ 25	Tails 180 buyers
Yangtze Insurance Association, Limited	\$ 60	\$130
Canton Insurance Office, Limited	\$ 50	\$155 sellers
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$370
China Fire Insurance Company, Limited	\$ 20	\$90 sales
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$37½ sellers
Indo-China Steam Navigation Company, Limited	£ 10	\$138 buyers
China and Manila Steamship Company, Limited	\$ 50	\$58 se lers
Douglas Steamship Company, Limited	\$ 50	\$46 sellers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	£7.10
"Star" Ferry Company, Limited	\$ 10	\$24 sellers
"Shell" Transport and Trading Company, Limited	£ 1	£2 5/ sellers
Shanghai Tag Boat Company, Limited	Tails 100	Tails 175
Taku Tug and Lighter Company, Limited	Tails 50	Tails 105
Shanghai Cargo Boat Company, Limited	Tails 100	Tails 137½
Co-operative Cargo Boat Company, Limited	Tails 100	Tails 137½
Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$140 sellers
Luzon Sugar Refining Company, Limited	\$ 100	\$20 buyers
Perak Sugar Cultivation Company, Limited	Tails 50	Tails 77
Mining.		
Punjom Mining Company, Limited	\$ 10	\$4.80 buyers
Punjom Mining Preference Shares	\$ 1	\$1½ sellers
Société Française des Charbonnages du Tonkin	Francs 250	\$50 buyers
Queen Mines, Limited	Cents 25	4 cents
Jeilut Mining and Trading Company, Limited	\$ 10	\$1 sellers
Raub Alluvial Gold Mining Company, Limited	£ 10	\$8 sellers
Oliver's Freehold Mines, Limited	£ 5	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Tails 9/0
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$285 sellers
S. C. Farnham, Boyd & Co., Ltd.	Tails 100	Tails 260 ex div. sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$94 buyers
New Amoy Dock Company, Limited	\$ 50	\$30 buyers
Shanghai and Hongkong Wharf & Godown Company, Limited	Tails 100	Tails 297½
Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$9½ ex div. sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$194 sellers
Kowloon Land and Building Company, Ltd.	\$ 100	\$133 sellers
West Point Building Company, Limited	\$ 50	\$67 sellers
Hongkong Hotel Company, Limited	\$ 50	\$137 sellers
Oriente Hotel Company, Limited (Manila)	\$ 100	\$57
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$285
Humphrey's Estate and Finance Company, Limited	\$ 10	\$14 sellers
Shanghai Land Investment Company, Limited	Tails 50	Tails 112½
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$14½ buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 43
International Cotton Manufacturing Company, Limited	Tails 100	Tails 30
Labu-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 50
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 150
Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited	\$ 500	\$500 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$52 sellers
Shanghai-Sumatra Tobacco Company, Limited	Tails 50	Tails 40
American Cigarette Company, Limited	Tails 50	Tails 50
Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$21½ sellers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 buyers
Watkins, Limited	\$ 10	\$10
Hongkong Electric Company, Limited	\$ 5	\$14½ buyers
Hongkong Electric Company, Limited	\$ 5	\$14½ buyers
Hongkong and China Gas Company, Limited	\$ 5	\$14½ buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$175 sellers
Geo. Fenwick & Co., Limited	\$ 35	\$52 sellers
Hongkong Ice Company, Limited	\$ 35	\$105
Hongkong High-Level Tramways Company, Limited	\$ 100	\$305 buyers
Dairy Farm Company, Limited	\$ 5	\$11 buyers
Hongkong and China Bakery Company, Limited	\$ 5	\$50
Campbell, Moore & Co., Limited	\$ 10	\$21 buyers
Bell's Asbestos Eastern Agency, Limited	£ 125	\$1
United Asbestos Oriental Agency, Limited	\$ 4	\$10 sales
Tobacco Planting Company, Limited	\$ 5	\$20 buyers
Universal Tanning Co., Limited	\$ 5	\$8 sellers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$20
China Light and Power Co., Limited	\$ 5	\$20
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	\$45
William Powell, Limited	\$ 100	\$9 ex div.
Shanghai-Langkai Tobacco Company, Limited	Tails 100	Tails 340

Telegraphic Address—"Rialto."
 Telephone No. 148.
 P. O. Box No. 17.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Empress of India	Shanghai	C. P. R. Co.	To-morrow
Parramatta	Singapore	P. & O. S. N. Co.	To-morrow
Hamburg	Singapore	Melchers & Co.	January 22nd
Coptic	Japan	Pacific Mail S. S. Co.	January 24th
Guthrie	Port Darwin	Gibb, Livingston & Co.	January 28th
America Maru	San Francisco	Pacific Mail S. S. Co.	February 1st
City of Peking	San Francisco	Pacific Mail S. S. Co.	February 7th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

17TH JANUARY, 1902, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND DIRECTION.	FORCE.	WEATHER.
Wladivostok	2 p.m.	29.37	33	—	NW	5	b
Tokio	"	29.57	—	—	—	—	—
Kochi	"	29.99	—	—	W	6	—
Nagasaki	"	29.91	—	—	—	—	—
Kagoshima	"	30.03	—	—	NW	4	—
Taihou	1 p.m.	30.01	—	—	NW	4	—
Taiwan	"	29.97	—	—	NW	4	—
Koshu	"	30.00	—	—	NW	4	—
Pescadore	"	30.02	—	—	NW	4	—
Gutslaff	3 p.m.	30.18	41	93	N	4	om
Sharp Peak	"	30.01	68	74	E	3	b
Amoy	"	30.01	63	83	SE	3	b
Swatow	"	30.04	71	—	E	3	c
Canton	"	30.00	71	55	N	1	b
Hongkong	4 p.m.	30.00	—	—	SE	3	c
Victoria Peak	"	29.99	—	—	SE	3	c
Gap Rock	"	30.03	76	—	SE	3	c
Haiphong	1 p.m.	29.84	84	64	SE	3	c
Manila	4 p.m.	29.84	84	64	SE	3	c
Bacolod	5 p.m.	—	—	—	N	2	c
Iloilo	"	29.79	79	—	NE	2	c
Cebu	"	29.82	79	—	NE	2	c
Cape S. James	"	—	—	—	—	—	—

18TH JANUARY, 1902, A.M.

Wladivostok	7 a.m.	29.95	15	—	—	—	0	o
Tokio	6 a.m.	29.94	—	—	NW	8	—	—
Kochi	"	30.11	—	—	E	2	—	—
Nagasaki	"	30.15	—	—	E	2	—	—
Kagoshima	"	30.11	—	—	E	2	—	—
Taihouku	5 a.m.	30.06	—	—	—	0	0	—
Taijchu	"	30.02	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—	—
Gutzlaff	"	—	—	—	—	—	—	—
Sharp Peak	9 a.m.	30.30	46	77	N	3	—	bv
Amoy	"	30.19	59	79	ENE	5	—	bm
Swatow	"	30.13	62	77	NE	3	—	bm
Canton	"	—	—	—	—	—	—	—
Hongkong	"	—	—	—	E	—	—	—
Victoria Peak	10 a.m.	30.14	65	80	E	4	c	—
Gap Rock	"	30.10	—	—	ENE	4	—	—
Macao	"	30.12	73	—	SE	1	—	b
Haiphong	7 a.m.	—	—	—	—	—	—	—
Manila	10 a.m.	29.92	81	76	WNW	2	—	b
Malate	9 a.m.	—	—	—	N	1	—	b
Bacoolod	"	—	—	—	N	3	—	b
Iloilo	"	29.88	88	—	NE	2	—	b
Cebu	"	29.86	83	—	N	1	—	c
Cape S. James	7 a.m.	—	—	—	NE	1	—	o

Post Office.

A Mail will close:

For Canton-Per *Powan*, to-morrow, the 19th instant, at 9 A.M.
 For Kobe and Yokohama-Per *Tamba Maru*, to-morrow, the 19th instant, at 9 A.M.
 For Canton-Per *Fathian*, on Monday, the 20th instant, at 7.30 A.M.
 For Swatow-Per *Hailong*, on Monday, the 20th instant, at 9 A.M.
 For Manila-Per *Rosetta Maru*, on Monday, the 27th instant, at 11 A.M.
 For Macao-Per *Wingshan*, on Monday, the 20th instant, at 1.15 P.M.
 For Kobe-Per *Amara*, on Monday, the 20th instant, at 2 P.M.
 For Kunchuk and Samsui-Per *Cheung-kong*, on Monday, the 20th instant, at 3 P.M.
 For Canton-Per *Hankow*, on Monday, the 20th instant, at 5 P.M.
 For Manila-Per *Zafiro*, on Tuesday, the 21st instant, at 11 A.M.
 For Shanghai-Per *Lyceum*, on Tuesday, the 21st instant, at 2 P.M.
 For Swatow, Amoy and Ningbo-Per *Amid-sun Maru*, on Tuesday, the 21st instant, at 5 P.M.
 For Singapore-Per *Patroclus*, on Wednesday, the 22nd instant, at 10 A.M.
 For Manila-Per *Singhian*, on Wednesday, the 22nd instant, at 4 P.M.
 For Manila-Per *Loongang*, on Friday, the 24th instant, at 3 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per *Peru*, on Saturday, the 25th inst., at 11 A.M.
 For Singapore and Bombay-Per *Malacca*, on Saturday, the 25th inst., at 11 A.M.
 For Europe, etc., India, via Tutuicoria-Per *Prins Heinrich*, on Saturday, the 25th inst., at 5 P.M.
 For Europe, etc., India, via Tutuicoria-Per *Caladonien*, on Monday, the 27th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver-Per *Tartar*, on Wednesday, the 27th instant, at 11 A.M.
 For Europe, etc., India, via Tutuicoria-Per *Coromandel*, on Saturday, the 1st February, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver-Per *Empress of India*, on Wednesday, the 12th Feb., at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND LORCHES.

Fathian, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,452, C. V. Lloyd, Butterfield & Swire.
Hot-long, Chinese steamer, 409 tons, Captain 5th Jan, Cheong & Co.
Tai-on, British steamer, 178, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, 178, Kwong Wan S. S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
Macao and Canton
Lungshan, British steamer, 1,417, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.
 Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Sainam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

SCHOONERS.
AFRIDI, British steamer, 2,354, S. Golding, 16th Jan., Shanghai 12th Jan., General—Doddwell & Co., Ltd.
ALISA, CRAIC, British steamer, 2,166, E. Robertson, 14th Jan., Moji 8th Jan., Coal—Mitsui Bussan Kaisha.
AMARA, British steamer, 1,566, C. J. Mattock, 13th Jan., Rangoon and Ang Hin 4th Jan., Rangoon—Jardine, Matheson & Co.
BAIKAL, Russian steamer, 717, Kashkin, 13th Jan., Manila 9th Jan., Ballast—Order.
BYODO, Norwegian steamer, 771, Th. Carlsen, 12th Jan., Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieler & Co.
CAM, British steamer, 1,930, B. R. Clayton, 13th Jan., Cardiff 23rd Nov., Petrol-fuel—Admiralty.
CARL DIEDERICHSEN, German steamer, 774, H. Bendixen, 12th Jan., Haiphong 8th Jan., and Hoihow 11th, General—Jensen & Co.
CHANGSHA, British steamer, 1,453, T. Moore, 19th Jan., Melbourne 12th Dec., Sydney 20th, Brisbane 22nd, Broadmouth 24th, Townsville 27th, Thursday Island 30th, Port Darwin 3rd Jan., and Manila 12th, General—Butterfield & Swire.
DAIWIN MARU, Japanese steamer, 899, T. Ogata, 15th Jan., Amoy and Swatow 14th Jan., General—Mitsui Bussan Kaisha.
DEYAWONGSE, German steamer, 1,007, H. Hayes, 8th Jan., Bangkok 28th Dec., Rice—Butterfield & Swire.
DEVONSHIRE, British steamer, 2,363, A. Coull, 13th Jan., Moji 5th Jan., Coal—Butterfield & Swire.
FORMOSA, British steamer, 674, A. E. Hodgins, 12th Jan., Foochow 8th Jan., Amoy 9th, and Swatow, 10th, General—Douglas, Laprak & Co.
GLENFALLOCH, British steamer, 1,034, R. S. Bainbridge, 16th Jan., Singapore 8th Jan., General—Joo Teck Seng.
GLENNOLE, British steamer, 3,750, W. Frailes, 9th Jan., Shanghai 5th Jan., General—Jardine, Matheson & Co.
HAICHING, British steamer, 1,472, W. G. Davis, 12th Jan., Swatow 11th Jan., General—Douglas, Laprak & Co.
HAILAN, French steamer, 377, L. Andersen, 16th Jan., Pakhoi 13th Jan., General—R. N. Mart.
HAILOONG, British steamer, 783, H. Bathurst, 17th Jan., Pakhoi and Hoihow 16th Jan., General—Douglas, Laprak & Co.
HAITAN, British steamer, 1,483, J. S. Roach, 17th Jan., Foochow 14th Jan., Amoy 15th, and Swatow 16th, General—Douglas, Laprak & Co.
HANGCHOW, British steamer, 999, J. Pearce, 17th Jan., Canton 17th Jan., General—Butterfield & Swire.
HANOI, French steamer, 742, P. Merlees, 13th Jan., Haiphong 9th Jan., and Hoihow 13th, Rice—A. R. Mart.
HEIM, Norwegian steamer, 758, A. Erickson, 12th Jan., Moji 5th Jan., Coal—Sander, Wieler & Co.

HEINRICH MENZEL, German steamer, 989, P. Delfs, 24th Dec., Canton 23rd Dec., General—E. A. Trading Co.
HINSANG, British steamer, 1,537, P. M. B. Lake, 17th Jan., Hoang 15th Jan., Coal—Jardine, Matheson & Co.
HOLSTEIN, German steamer, 985, M. Ipland, 13th Jan., Manila 8th Jan., Rice-flour—Jensen & Co.
HUNAN, British steamer, 1,158, Frazier, 8th Jan., Canton 7th Jan., General—C. M. S. N. Co.
INDEPENDENT, German steamer, 871, A. Hultz, 14th Jan., Canton 13th Jan., General—Sander, Wieler & Co.
INDRAPURA, British steamer, 3,151, A. E. Hollingsworth, 13th Jan., Portland, Or. 6th Dec., General—Allen Cameron.
KVARNEN, Norwegian steamer, 1,574, J. Kanily, 15th Jan., Moji 9th Jan., Coal—Butterfield & Swire.
MARIE JENSEN, German steamer, 1,771, P. Hemmet, 19th Dec., Bangkok 1st Dec., Rice—Kong Fat.
PENARTH, British transport, 1,959, W. H. West, 7th Jan., Wellington 6th Dec., Coal—Admiralty.
PERU, American steamer, 3,528, A. F. Pillsbury, 17th Jan., San Francisco 19th Dec., and Shanghai 14th Jan., Mails and General—P. M. S. S. Co.
PETCHABURY, German steamer, 1,600, Hohmann, 17th Jan., from Saigon, Ballast—Melchers & Co.
PETARCH, German steamer, 1,252, H. Uecker, 20th Dec., Labuan 12th Dec., Sugar—Sander, Wieler & Co.
PHRA CHOM KLAO, German steamer, 1,011, G. Schultzen, 14th Jan., Bangkok 5th Jan., Rice and Wood—Butterfield & Swire.
RAJABURI, German steamer, 1,189, A. Ahlborn, 13th Jan., Bangkok and Jan., and Hoihow 13th, Rice, General and Teakwood—Butterfield & Swire.
ROCKLIGHT, British steamer, 2,133, Welch, 14th Jan., Palo Papan 20th Dec., and Manila 8th Jan., Kerosine—Arnold, Karberg & Co.
SALAMANGA, British steamer, 883, J. H. Anderson, 16th Dec., Moji 9th Dec., Coal—Bradley & Co.
SATURN, American transport, 1,617, Frank E. Fosco, 14th Nov., Shanghai 11th Nov.
TAI LEE, German steamer, 828, T. Calender, 16th Jan., Cape St. James 17th Jan., Ballast—Meyer & Co.
TAKSANG, British steamer, 977, W. P. Baker, 16th Jan., Bangkok 6th Jan., and Ang Hin 8th, Rice and General—Jardine, Matheson & Co.
TETARTOS, German steamer, 1,578, W. Duse, 16th Jan., Samarang 6th Jan., Sugar—Siemssen & Co.
THALES, British steamer, 820, A. J. Robson, 16th Jan., Taiwanfo 13th Jan., Amoy 14th, and Swatow 15th, General—Douglas, Laprak & Co.
TRVM, Norwegian steamer, 710, Hans Dal, 17th Jan., Haiphong 14th Jan., and Hoihow 16th, General—A. R. Mart.
VICTORIA, Swedish steamer, 989, J. A. Hellberg, 14th Jan., Penang and Singapore 5th Jan., General—Chinese.
WUHU, British steamer, 1,250, W. Robb, 17th Jan., Canton 17th Jan., General—Butterfield & Swire.
ZAFIRO, British steamer, 1,611, A. Ramsay, 16th Jan., Manila via Amoy 12th Jan., General—Shewan, Tomes & Co.

Sailing Vessels.

DIRIGO, American ship, 2,845, Geo. W. Goodwin, 6th Dec., New York 30th June, Kerosine Oil—Master.
FRED. P. LITCHFIELD, American bark, 1,080, Allen Fulton, 12th Dec., Fremantle, W.A. 15th Sept., Sandalwood—Order.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—A. R. Mart.
MOBILE BAY, British bark, 1,177, James A. Boyd, 12th Dec., Hongay 17th Nov., Coal—Jardine, Matheson & Co.
NICOLA, Norwegian bark, 649, Cardain, 3rd Jan., Fremantle, Wash. and Australia 21st Oct., Sandalwood—Order.
VALE OF DOON, British bark, 669, J. Petersen, 16th Dec., Rejang 18th Nov., Timber—Sander, Wieler & Co.
WEST YORK, British bark, 706, W. S. Forster, 20th Dec., Callao 10th Oct., Ballast—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 18th, 1902.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Hongkong.
Albion, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.
Amphitrite, 1st-class cruiser, 1,950 tons, Capt. Wm. Stokes Rees, C.B., Hongkong.
Arethusa, 2nd-class cruiser, 1,400 tons, 10 guns, 1,500 i.h.p., Capt. J. Starin, Shanghai.
Argentine, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.
Astrak, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 3,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Mirs Bay.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Brandy, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 i.h.p., Commander E. H. Martin, Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.
Cressy, 1st-class cruiser, 12,900 tons, Capt. Tudor, en route Singapore.
Daphne, sloop, 1,140 tons, 8 guns, 3,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.
Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.
Eendymon, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.
Eis, coast defence gunboat, 303 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. W. Forbes, Chippingham.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. G. Mackenzie, D.S.O.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lieut. and Comdr. Beaty Powall, Canton.
Glory, 1st-class flagship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, Hongkong.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wint, Hongkong.
Hart, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Harvey.
Humbly, twin screw, 1,640 tons, 800 i.h.p., Comdr. J. J. Davidson, Hongkong.
Janus, torpedo-boat destroyer, 260 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, Amoy.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.
Other, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. F. Mansell, Hongkong.
Phaenix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.
Plym, 1st-class gunboat, 710 tons, 6 guns, 1,200 i.h.p., Lieut. and Comdr. A. H. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.
Plaver, 1st-class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, Hongkong.
Rambler, surveying-ship, 83 tons, 650 i.h.p., Capt. Morris, Hongkong.
Resolute, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, en route Singapore.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.
Rotario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. Lockhart, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 1st-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 350 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 300 i.h.p., in Reserve Hongkong.
Waterlily, surveying ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 607 tons, 6 guns, 6,000 i.h.p., in reserve.
Wierum, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38; first-class; and 3 second-class boats.

Miscellaneous.
Aipern, Austrian gunboat, 970 tons, Captain Heinrich, en route Singapore.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossouw, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,600 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Verolovsky, at Tientsin.
Aleksi, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.
Bobra, Russian gun-boat, 1,200 tons, 10 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, en route Singapore.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serobrennikoff, at Taku.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhaevsky, at Shanghai.
Koreytzy, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Bakharev, at Taku.
Maikop, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadnik, Russian cruiser, 1,314 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Osvany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriakov, at Shanghai.
Petrovich, Russian battleship, 12,000 tons, Capt. Greysin, at Nagasaki.
Polistichy, Russian battleship, 10,960 tons, 11,355 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 21 guns, 14,500 h.p., Capt. Domojitoff, at Nagasaki.
Rorbyansk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,500 h.p., 16 guns, Capt. Melesky, at Nagasaki.
Silach, Russian gunboat, 4 guns, 1,300 h.p., Capt. Barronoff, at Nagasaki.
Stissi Veliky, Russian battleship, 8,800 tons, 14 guns, 8,500 h.p., Capt. Tarassoff, at Manila.
Sivuchit, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Subatinn, at Nagasaki.
Swaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 3 torpedoes 760 h.p., speed 17 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchomsky, en route Singapore.
Vostich, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
Vaghtik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulit, at Taku.
Zabinski, Russian cruiser, 1,350 tons, 20 guns, 2,000 h.p., Capt. Shkuriff, at Nagasaki.

(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Fopk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantshik, Russian torpedo boat, 87 tons, 4 guns, 770 h.p., 19 knots.
Kaukka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kil, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Nepprinski, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

Podoromik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sist, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skai, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sochikha, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Starlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

Borgo, 1st class, Russian torpedo boat, 81 tons, 2 torpedoes, 1 torped tube, 1,100 h.p., speed 12 knots.
Ravel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torpedoes 780 h.p., speed 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral F. V. Dubosoff.
 * Flagship of Rear-Admiral Feunoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Basewitz, at Saigon.
Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geyer, German cruiser, 1,600 tons, 8 guns, Capt. Haer, at Shanghai.
 *** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.
Hertha, German cruiser, 1,600 tons, 30 guns, Capt. Drenth, at Saigon.
Illis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stamer, at Canton.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,200 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
 *** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzdorff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwab, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstätt, at Bangkok.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeister, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Püllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Fluimich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bédier, Saigon.
Bengale, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Desferre, at Shanghai.
Chasteloup Laubais, 2nd-class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Hongkong.
Comete, gunboat, 600 tons, Capt. Lottel, at Canton.
Decadet, gunboat, 640 tons, Capt. Leameey, at Pakhoi.
 * *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 16 guns, 13,500 i.h.p., Capt. D. du Forest Tonkin.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Capt. L. de Saune, at Saigon.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 3,200 h.p., Capt. de la Motte d'Elze, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Syde, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Monnet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bommestant, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albaty, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.
Cadmus, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celilo, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,908 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 1,750 tons, 1,350 h.p., Capt. J. J. Meany, at Manila.
Ita de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. F. Nantz, at Manila.
Marblehead, U.S. gunboat, 1,200 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,600 tons, 6 guns, 5,000 h.p., Comdr. A. B. Speyer, at Canton.
Monterey, U.S. gunboat, 1,170 tons, 6 guns, 250 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 3,244 h.p., Comdr. C. W. Pigman, at Shanghai.
Navalville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.